THE BUMBLE BEE

Vol. 2, No. 1

NOVEMBER, 1945

Columbia River Packers Association, Inc., Astoria, Oregon

EDITORIAL

Aged—One Year

With this issue the *Bumble Bee* begins its second year of existence. During the first year we have endeavored to work out a general policy that would provide material of information and interest to a varied audience, consisting of our fishermen, employees, brokers, customers, stockholders, and others.

We have tried to let them know, within the, at times, rather confined limits of permissible space, the story of this company's principal activities, and have tied this story in with the general picture of the seafood industry in the Pacific Northwest.

Copies of Volume I of the *Bumble Bee* have gone into every state in this country and to many foreign lands and in selecting the material to be published we have tried to keep in mind that each issue, as a whole, must have something of interest to each group in this composite audience.

As a result we probably have not been able to devote enough space to the special interests of any one part of this audience. We want to make Volume II of the *Bumble Bee* better than its predecessor and to this end are asking at this time for any criticism or suggestions for improvement that a year's reading may have brought to your mind.

Willamette Dams

One of the greatest menaces to the continued existence of the Columbia River salmon fishery is the proposal for the erection of four high dams on the Willamette River system. The Willamette system at the present time is the chief source from which the fishery can hope to obtain breeding stock to replenish the Columbia River salmon runs. Once the Portland sewage pollution of the Willamette is cleaned up, the Oregon Fish Commission expects to be able to greatly increase these runs, and also to build up the former fall runs which have been practically eliminated by the concentrated pollution in the Portland area.

The Willamette dam project is sponsored on the basis of flood control with a background of hydro-electric development and irrigation.

The U. S. Engineers in their report on the project state definitely that complete flood control is not possible or practical and that a system of levees and revetments, which could be constructed at *half the cost* of the high dam system would do the job as well as the high dams. Many farmers in the valley hold that the benefits accruing from the deposits of silt brought on to the river marginal lands by the occasional Willamette floods far outweigh any damages sustained. It is significant that the dam project has never been endorsed by state college farm experts as a benefit to valley agriculture.

Although flood control has always been given first place in arguments for the erection of these dams, the power argument has been widely discussed and valley residents filled with the idea that the development of these dams as power projects will mean cheap electricity in every corner of the valley. The truth is, that the present power facilities in the Northwest, particularly the Bonneville Power Administration system, has a vast surplus available from Bonneville and Grand Coulee dam, and, that the power potential at Grand Coulee is only about half developed. BPA already supplies power to valley points and under any circumstances could not sell power any more cheaply than the Bonneville rates. Bonneville will sell power anywhere any reasonable market can be found and BPA officials today are desperately seeking such markets to replace lost war time power demands.

The Willamette Valley is a fertile area with a rainfall in various sections of from 40 to 100 inches per year. The high dams might bring some additional marginal lands into production, and would immediately throw that production into competition with that from established producers whose main trouble now is to find a market at prices which will enable them to maintain a decent standard of living.

The Columbia River salmon industry has brought millions of dollars annually into this area and will continue to do so if permitted to exist. These dams will destroy a major portion of this industry and in addition will damage the thriving sport fisheries on the Willamette and its tributaries.

When the time comes that the valley area needs more electric power sources; when it must have irrigation to maintain its production; and when floods can only be controlled by high dams, the fishing industry will not stand in the path of progress, but it does protest this threat to its existence when the benefits from such structures are in a purely conjectural stage.

Fishways cannot be erected over such dams and hatcheries cannot hold spawning fish below them. When the dams come the fish will go, and the taxpayers will have spent more than $150,000,000 to control floods that could be controlled at half the price; to create electric power that can only be added to a growing present surplus and to provide extremely costly irrigation benefits of doubtful value.

ASSISTANT PURCHASING AGENT

Elwyn Tennant

Elwyn Tennant started to work in the CRPA office during high school vacation periods and just stayed on the job. He began his permanent employment in 1919, when Fred Barker was general manager; Oscar Wirkkala, treasurer and production manager; and George Perkin, office manager. Canning Columbia River salmon then constituted 90 per cent of the company's activities. Little if any ocean caught fish was received. Some salmon was mild cured and some frozen, but practically the entire catch went into cans. Indicative of the changes since that day, Tennant says, is the fact that the main office staff totaled eight persons as compared with 63 at the present time.

THE BUMBLE BEE

Published periodically by the Columbia River Packers Association, Inc., Astoria, Oregon, for employees and fishermen.

Editor.....JAMES H. CELLARS

ASTORIA REPORTERS

Office.....Jean Sanborn
Elmore Tuna.....Marjorie Christensen
Elmore Salmon.....P. J. Burke, Sr.
Cold Storage.....Dorothy Peterson
Shipyards.....Lura Skyles
Boatyard and Launches.....Johan Peterson
Scandinavian.....John North
Geo. & Barker.....Peter Welch
Occident.....Albert Paldanius
Alaska Office.....Herman Geissel
Machine Shop.....Tom Wooton

STATION REPORTERS

Reedsport.....Melvin Jensen
Cushman.....George Ready
Waldport.....Jack Marincovich
Newport.....Velda Uffelman
Depoe Bay.....Lois Edwards
Wheeler.....George Radich
Eagle Cliff.....George Johnson
Ellsworth.....Bernice Loomis
St. Helens.....Oscar Gerard
Clifton.....Jalmar Thompson
Altoona.....Laura Hendrickson
North Shore.....Frank Pfleger
Ilwaco.....Wayne Suomela
Westport, Wn......Bill Loomis
Bay Center.....Carl Rozine

STAFF PHOTOGRAPHER...Ned Thorndike

SOME SALMON CANNED—TUNA PACK ENDED

Chinook and Silver receipts continue; Draggers in port

Salmon canning and freezing continued at CRPA's Elmore Cannery as the month ended. Receipts of Chinook and silver salmon continued on a small but steady basis. The silvers which have been unusually large this year are being frozen and will be sliced and sold during the winter months.

Tuna canning ended November 2, as compared with the 1944 operation which did not end until February 20, 1945. The pack for the current year is approximately 140,000 cases as compared with 275,000 for 1944. The 1945 pack however, compares very favorably with the 105,000 cases put up in 1943 and 125,000 cases in 1942. Hopes that the 1945 pack would equal the 1944 bonanza were dissipated by continued bad weather during the fishing period, coupled with cold currents off the coast, and the apparent disinclination of the large schools of fish sighted from time to time to rise to the bait.

The end of the packing period was celebrated by a turkey dinner given cannery employes at the new Elmore Cafeteria.

No Trawl Fish

Trawl fish deliveries were practically nil during the month. Continued wind squalls kept the fleet at the dock and no production is expected until the weather stabilizes.

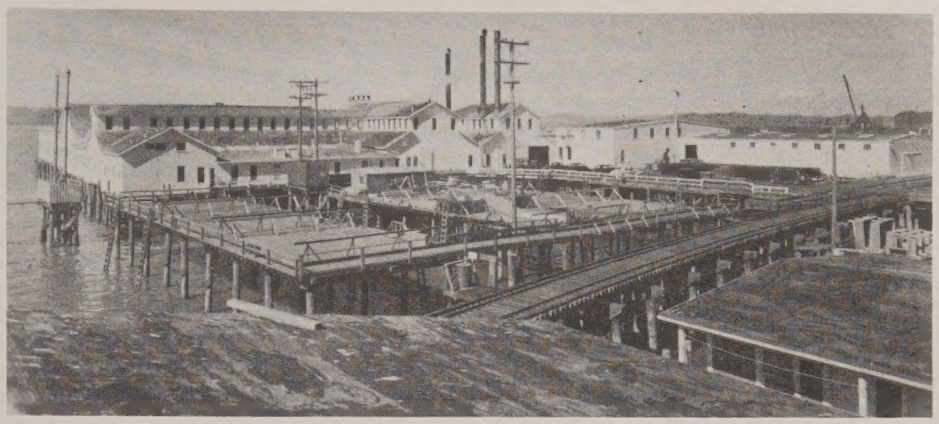
Some bay and river crabs were being picked during the latter part of the month with the entire production going on the fresh market.

Alaska Dept. Active

The CRPA Alaska department is getting lined up for the 1946 season on Bristol Bay. Three thousand coolers for the Nushagak Cannery are being built at the company's plant at Ellsworth, Washington. In addition a new fish elevator is being constructed for the same cannery. New conveyors and a fish elevator are also being constructed for the cannery at Naknek.

Superintendent Ralph Hendrickson reports that he is receiving letters from a number of war veterans wanting their jobs back. Included is a letter from Walter Kelley, who writes from Guam, and one from Floyd Reith, who expects to be back from Japan in time to make the trip north.

CRPA'S ELMORE CANNERY, ASTORIA, OREGON



CRPA Bowlers Lead

The *Bumble Bee* Boosters, CRPA's feminine bowling team, is still leading the Friday Night League on the Astoria alleys with 12 games won out of 18 played.

N. Fitzgerald has taken the place on the team of Dorothy Hardy who is leaving the city. The team's new jackets have been sent to Seattle to have the emblems attached. The team is in the need of alternate members and any CRPA feminine bowler who enjoys team play should communicate with Captain Eckhart at Elmore Cannery.

Veteran Commended

Henry C. Koski, former Alaska employee of CRPA in 1940, and who has been serving in the U.S. armed forces in the Pacific, is the subject of a letter of commendation issued by the commanding officer of 70th Anti-Aircraft Brigade. The letter states that First Sergeant Henry C. Koski evidenced "high courage and resourcefulness . . . and contributed materially to your country's success in this war."

LUNCHTIME

Superintendent Jack L'Amie, and Burdette Yexley, at lunch. Paymaster Ronald McLain, hovers in the background.

New Machines Installed

During the past month CRPA installed a new transfer posting machine in its machine bookkeeping department. The new machine will enable the company to give better service to its fishermen by keeping all accounts posted on a current basis.

In addition a new 405, net balance tabulator, has been installed. The new machine will enable the department to carry additional information and extend the machine bookkeeping service to additional operations.

CRPA MACHINE SHOP CREW

Astorians take fishery story to Portlanders

With the idea that upstate business interests should be fully informed as to the real importance of Oregon's $30,000,000 fishing industry and the problems which are involved in its maintenance and development, the Astoria Chamber of Commerce, entertained directors of the Portland Chamber of Commerce, and other prominent business leaders of that city, at a dinner given in Portland on the evening of Tuesday, November 30.

President Harry Claterbos, of the Astoria Chamber, presided at the meeting with State Senator Merle Chessman, conducting the program. About 60 Portland and Astoria businessmen attended the meeting. Speakers were T. F. Sandoz, executive vice-president of the Columbia River Packers Association; Antone Sorensen, manager of the Union Firhermen's Co-operative Packing Co.; Arne Suomela, master fish warden, of the Oregon Fish Commission; and James H. Cellars, secretary of the Columbia River Salmon & Tuna Packers Association.

The program covered topics dealing with the value and extent of the Oregon fishery, the actual fishing practices of Oregon commercial fishermen, the plans of the Fish Commission for developing the industry; and the attitude of the industry toward the erection of more hydro-electric and reclamation dams in the Columbia River basin.

VISITORS

Mr. Hal C. Lundburg, Vice-President of the Pacific Co., Ltd., Honolulu, Hawaii.

Mr. Nickerson, Buyer for Fred Meyers, Portland, Oregon.

Mr. Jones, Oregon Frosted Foods, Portland, Oregon.

CAFETERIA MANAGER

Mrs. Edith Parker, manager of CRPA's new Elmore Cafeteria, busy at the serving counter.

DEPOE BAY CREW

Left to right, front: Joseph Pepper, CRPA station manager and president of DePoe Bay Booster Club; Charles Wisniewski, foreman. Back row: Orrel Hunter, Henry Ashenfelter, Allen Scott, and Claud Jeffrey.

TROLLER ASHORE

The wreck of the 36 foot troller Judie-Arlene, which capsized in an October squall and went ashore on the beach nine miles north of DePoe Bay. Frank Eels, skipper, and Howard Shelley, crewman, were caught in the cabin and drowned. The hulk was taken off the beach by bulldozers and trucked to the bay harbor.

EASTERN VISITORS

Edward W. Thompson, president, and T. F. Sandoz, executive vice-president, of CRPA were business visitors in New York, Washington, D. C., and other eastern points during the latter part of November, in connection with company affairs.

GOLF *TITLE?*

The 1945 Astoria Golf & Country Club championship will be a CRPA affair. After many vicissitudes Tom Sandoz and Jim Cellars reached the finals of the annual fray and intend to settle the matter whenever a break in the weather will permit play.

CRPA OPERATES STATION AT SCENIC DEPOE BAY

Receiving plant clings to cliffs; Production varied

DePoe Bay, Oregon, whose picturesque and scenic harbor is the subject for this issue's cover page, is one of the most interesting of the Oregon coastal communities and is the site of one of the principal receiving stations operated by CRPA.

The harbor itself is almost circular and about a quarter of a mile in diameter. Once the narrow and rock bound channel from the ocean, barely 50 feet wide, is negotiated the fishing boats are in a calm basin protected from any wind by high rocky banks.

The channel, shown in the cover page picture is short and, despite its narrowness, is often accessible when other harbor entrances are impassable on account of storm conditions.

CRPA's DePoe Bay station clings to the rocks just inside the channel entrance and below the graceful arches of the Oregon Coast highway bridge which span the rocky cleft.

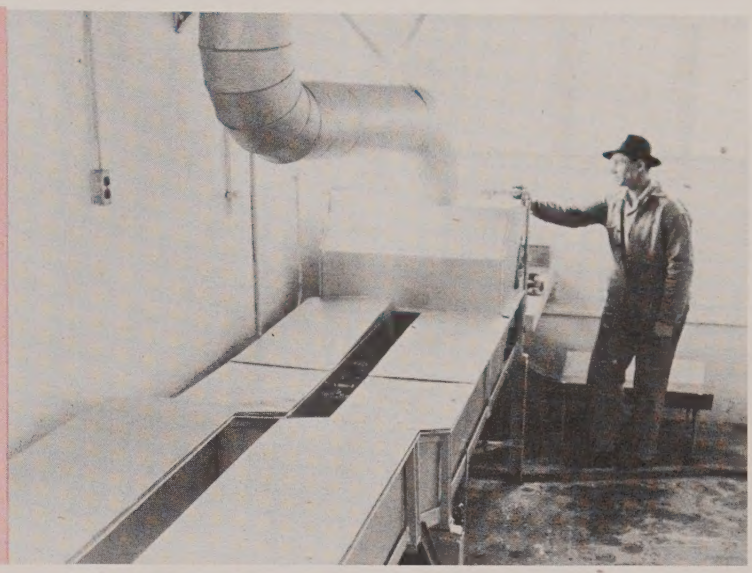
Tourist Mecca

Thousands of tourists visit the locality each year to stand entranced, watching the surf beat high against the rocks, or edging near the ocean spray shot hundreds of feet into the air by DePoe Bay's famous "Spouting Horns." When fishing craft are moving in or out their trips through the narrow aisle between the harbor and the sea the sight will draw hundreds of persons to the bridge. A commonplace venture to the skilled fisherman navigator, the sight of the small boats driving through the narrow path in the welter and foam of the boiling surf, appears a bit of daredevil and risky adventure to the eye of the landsman.

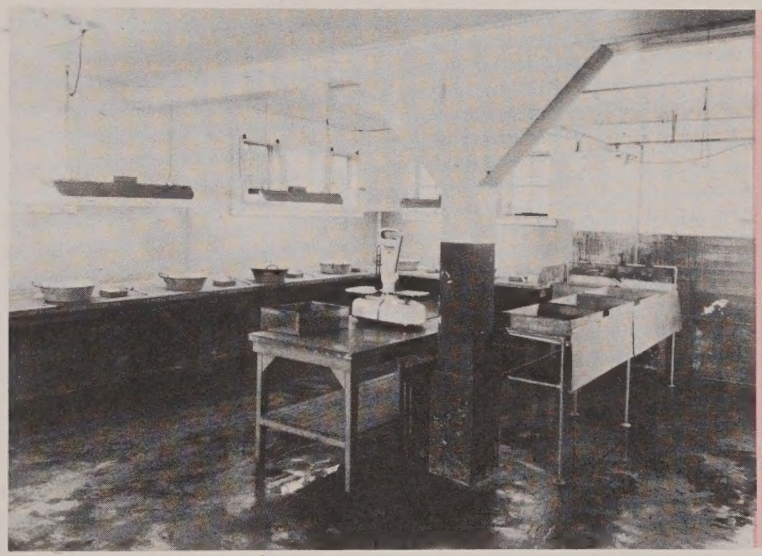
In addition the scenic attractions, many tourists are drawn to the community by the chances to enjoy ocean trolling for salmon, deep sea fishing for rockfish, or the chance to swing a streamlined albacore tuna over their shoulders.

Commercial Fishery

DePoe Bay is not only a Mecca for the sports fisherman. In normal years its production of salmon, tuna, halibut, and crab will run about 1000 tons. At present fishing activities have been slightly curtailed by the need for channel and harbor improvement. A breakwater is needed along the reef just to the north of the channel entrance to afford some protection from the northwest winds which prevail during the fishing season. Inside the harbor silting has diminished available berthing area.



Modern steam crab cooker at CRPA DePoe Bay.



Crab picking and filleting room, CRPA DePoe Bay.

Plans have already been prepared by the U.S. Engineers and money appropriated to remedy these conditions. The harbor basin is to be dredged, a retaining wall built entirely across the landward side to catch the silt deposits brought in by the springs and small streams which drain into the bay.

When completed these improvements will double the available anchorage space and provide deeper water for larger boats.

CRPA Plant

The main floor of CRPA's plant there is 60 feet above the water and fish received are lifted from the water's edge by electric hoists. The plant, which has recently been expanded and modernized, contains cold rooms for ice and seafood storage. Special rooms have been built for the dressing of fish and picking crabs. The seafood products received at the station are dispatched by refrigerated trucks to Astoria for final processing at the company's main plants.

Some 400 people, many of them engaged in commercial fishing, live in the community. It is not incorporated but necessary civic matters are handled by the Booster's Club of which Joseph Pepper, manager of the CRPA station, is the current president. The residents are looking forward to a big postwar boom in tourist visitations and the building of many new summer homes in the vicinity, as well as a big increase in the commercial fishery once the harbor improvements are completed.

CRPA SEINE VETERANS

The three hardy fishermen pictured above have been drag seine fishing for CRPA on the Columbia River for a total of 114 years and are still going strong. A drag seiner leads a hardy and damp life but these veterans testify to the fact that it is a healthful occupation. They are, left to right, Henry Pice, seine superintendent, 36 years; M. C. Jensen, 32 years; and George Kruckman, 46 years.

Tom Wootton ends story of rugged Alaskan voyage

(EDITOR'S NOTE: *This is the conclusion of diary story of Superintendent Tom Wootton of the CRPA expedition to its Bristol Bay cannery at Nushagak, Alaska, in 1918. At the conclusion of the last installment Wootton on board the little motorboat Patsy, fast in the ice, while the sailing ship St. Nicholas, with the main expedition plus 65 refugees from the ice smashed APA ship Tacoma, was drifting in ice floes near the beach, leaking and with her water supply low. The story continues.*)

May 23: Drifted into the Etolin Flat and had difficulty getting clear. Forced to steer southwest for safety. Ice piling up so heavy captain notified us to be ready to leave the boat. Our cook, an old Down-East Yankee, came up on deck in his best suit carrying an umbrella. Said that if he had to leave, he would take the best he had. Were caught in rip-tide which divided ice. Things settled down and we went back to bed. St. Nicholas reported all of her rudder gone.

May 25: The Akutan has reported getting through to Nushagak. We drifted all day in and out of Nushagak Bay with the ice lying about ten miles from Nichols Hill. St. Nick reported 123 men had arrived from Tacoma. They were later transferred to an A.P.A. ship.

May 28: Arrived at Nushagak after pushing through broken ice. Elapsed time 41 days and three hours from Astoria. St. Nicholas reported she had drifted and was about ten miles from Cape Greeley.

June 3: Steamship Nushagak arrived and reported St. Nicholas had been towed out of ice by government cutter Roosevelt (Perry's North Pole expedition ship).

June 6: St. Nicholas arrived at Nushagak in tow of the Patsy, Heron, and Nushagak. Fifty-one days elapsed time from Astoria.

June 7: Began discharging ship and making cans.

June 26: Started fishing. Poor at start but season turned out very fair and by the end of July 3 we had a better than average pack.

August 2: New rudder for St. Nicholas arrived. We beached her and put on rudder, the work being completed on August 10. Started loading on August 12 and finished on the 22nd. Started for home on August 25 in tow of Patsy.

"Completed a very busy and arduous season and were doubly glad to be going home."

BUMBLE BEE BRAND

We're as busy as bees in a beehive
Canning that Bumble Bee Brand,
Because don't you see,
We want it to be
The best Bumble Bee
In the land.

There is tuna, crab and salmon;
The best they can find in the sea.
We use only the best
And it will stand the test;
We call it the Bumble Bee.

We are proud of our work and our product;
For it we will take a stand,
Because don't you see,
We know it to be
The best Bumble Bee
In the land.

SYBIL STEPHENS, *Elmore Tuna.*

Teletype machine is installed in office

An American Telephone & Telegraph Co. teletype machine was installed this month in the company main offices. The machine will enable direct communication with the thousands of business office in all parts of the country which have similar equipment.

One of the advantages of the installation is that a permanent record is kept of all matters transacted. Expansion of the lines of products carried by the company with the consequent increase in the number of distribution points made the installation necessary.

IN MOLD LOFT

CRPA Ship Loftsman Frank Post, hard at work on Alaska boat plans.

HIGH HALIBUT BOAT

The combination halibut-tuna-shark fishing boat Lincoln, owned by Skipper Fred Sandness, standing on deck, on marine ways at CRPA ship. The Lincoln was high boat for halibut landings at Astoria.

CRPA shipyard building four Monkey boats

CRPA ship has been busily engaged during the month in preparing for the company's 1946 Alaska expedition.

Under construction are four "monkey boats" for the company's two Alaska canneries on Bristol Bay. A "monkey boat" is a small craft with very shallow draft. Their duties are to take care of the fishing fleet. They tow the fish boats to the fishing grounds, give them assistance in case of trouble, and tow them off if they run aground on the mud flats or in the breakers. As, by law, all Bristol Bay fishing boats can only be operated under either sail or oars the "monkey boats" have a definite usefulness as time savers and rescue craft.

The four boats, designed by Ade Lindstrom are 30 feet long, and with a nine foot, eight inch beam. They are of semi-tunnel shallow draft construction.

The unusual construction feature of Lindstrom's design is the building of the frame in two parts. The bottom frame is dapped into a knuckle piece, while the top frame runs from the shearstrake to the same piece. This construction has greatly reduced the weight of the craft contributing to the idea of shallow draft. Additional strength is given by a skin of quarter inch, waterproof, plywood under the planking.

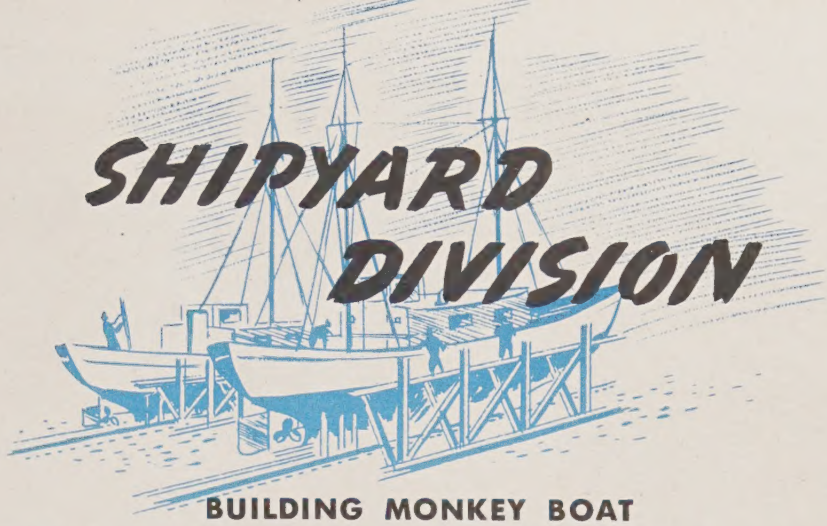
The boats will be powered with Chrysler Royal engines with a 2 to 1 reduction. They have self bailing cockpits and can be used in rough shallow water.

In addition to these craft the yard is starting the construction of five Alaska type gillnet boats which will be used in the Bristol Bay operation.

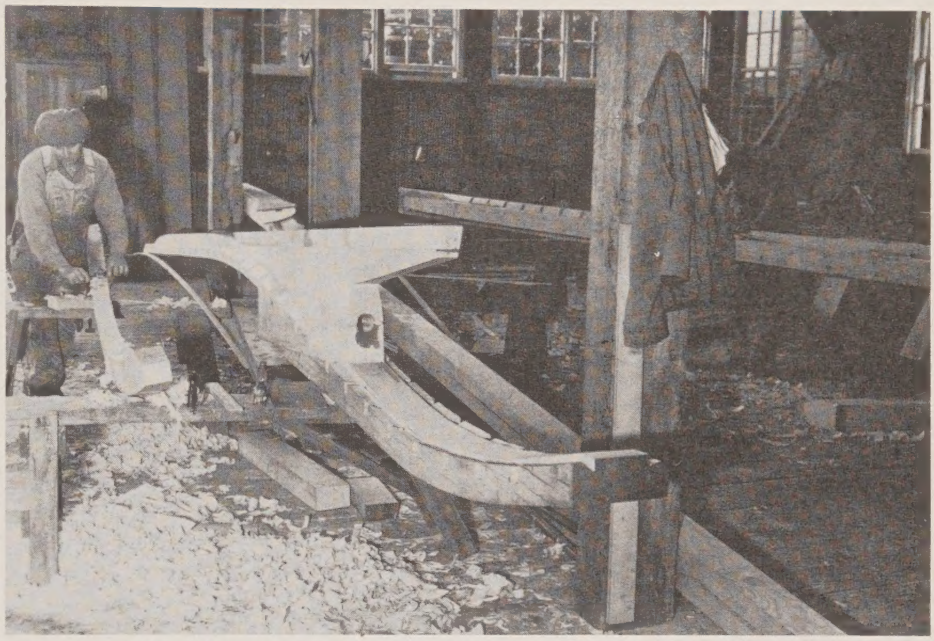
The yard reports progress on the 80 foot barge being constructed for Libby, McNeill, & Libby and has been doing considerable fish boat repair work. Work on finishing up the two big draggers, the Kiska and Swiftwater is progressing and both boats are expected to be ready for operation when drag fishing gets under way after the first of the year.

Memoriam

Peter F. Niemi, well known Astoria carpenter and shipwright, died November 17, as a result of injuries inflicted when he was struck by an automobile. Mr. Niemi had been employed at CRPA's shipyard for the past two years.

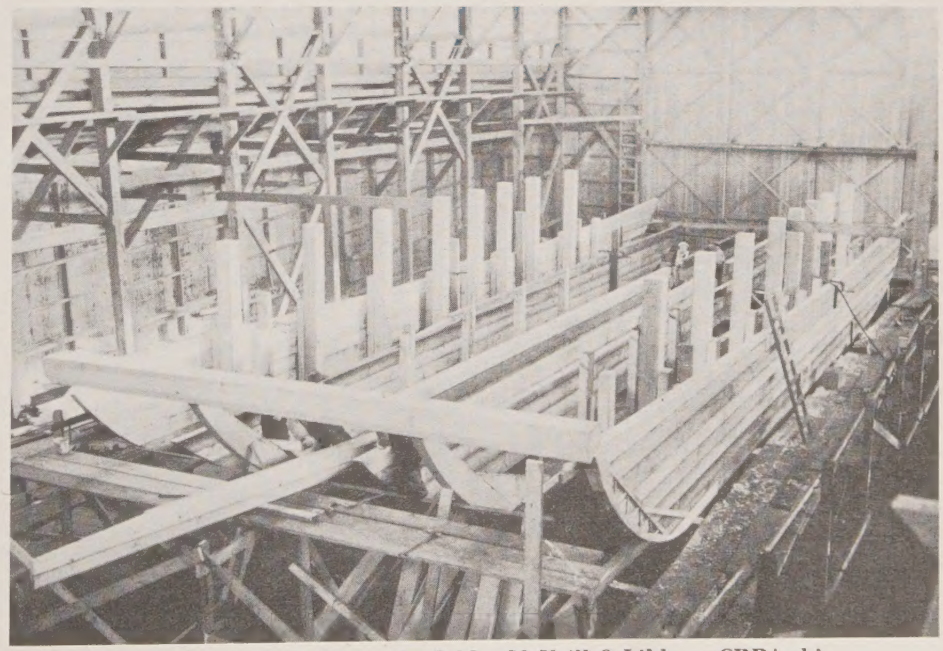


BUILDING MONKEY BOAT

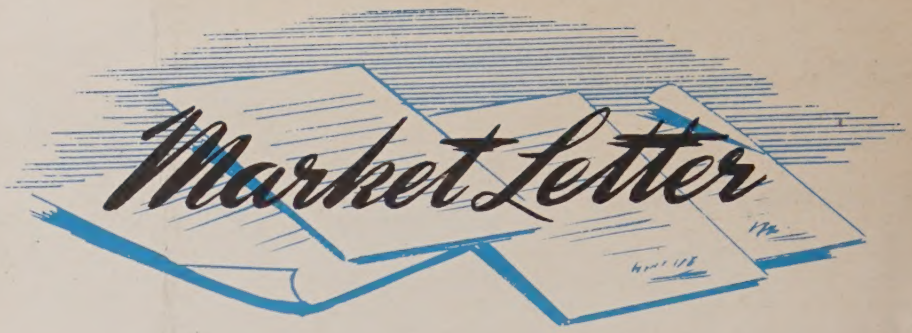


Alfred Sorenson shaping clamp for new CRPA Alaska workboat.

LIBBY BARGE



Framing new 80 foot barge for Libby, McNeill & Libby at CRPA ship.



Seafood certain to maintain its wartime position

During the war period, consumption of sea foods in this country moved swiftly upward. This was not the result of any sudden change in the trend of the nation's appetite, but rather of the shortage of meat products that widened the spread of consumer demand for items for the main courses of their daily meals.

Millions of Americans who prior to the war ate fishery products only occasionally have come to regard them as a valuable addition to their regular menus. As the items that were scarce during the war return to ready availability they may occupy special consumer attention for a brief time, until the novelty of plenty instead of scarcity has worn off. With that brief period over it is reasonable to expect that the American appetite will establish itself in stable channels.

It is the job of the industry during the coming months to maintain and increase the present established place of fishery products on the menus of the nation. Nature does not provide a more nutritious, wholesome, or appetizing food supply than that which can be garnered from her rivers and oceans.

It is the industry's task to see that these products are so processed and distributed that they will be available in all sections of the country in a fresh, wholesome and attractive form. If that is done we cannot only maintain this new war time consumption of these foods but greatly increase it.

CRPA has always stressed the quality, cleanliness, and appearance of its products and as new marketing methods are developed and facilities for handling fishery products improved, the *Bumble Bee* brand of seafood products is certain to be in the forefront.

SILVER SALMON

Tons of fine silverside salmon, glazed, frozen, and piled high in CRPA's cold rooms. These fish are sliced into steaks, carefully packed and sent in carload lots to markets all over the nation. Their appetizing appearance and fine flavor has created a big demand.

Norwegian fish buyer inspects CRPA facilities

Norway with its extensive fisheries does not, at first though, appear to be a market for the fisheries product of this area, but among the visitors to Astoria last month was Ornulf Poulsen of Oslo, who is making a survey of the fisheries in this area for the purpose of buying fish for shipment to his country.

Mr. Poulsen, who was accompanied by Fritz Frolich, of the Nakat Packing Corporation, Seattle, stated that prior to the war his company imported $100,000 worth of mild cured salmon each year from this area. He states that salmon produced in Norway is generally exported to long established markets in Europe.

Poulsen spent two years as a prisoner in the notorious Grini concentration camp outside of Norway following his arrest by the Gestapo for publishing an illegal underground pamphlet. He was classed as a dangerous prisoner and his uniform marked with a special badge. Despite this classification he was finally put to work briefing arriving prisoners and through this work was able to continue his aid to the Norwegian underground.

He was much impressed by the well stocked stores and plentitude of food in this country and the number of big modern fish processing plants in this area.

VISITORS HERE

Visitors here recently included Major Powell, executive officer for the Quartermaster Marketing Center, Seattle, and Captain Weitkamp, buyer for the Fish Section of the same depot.